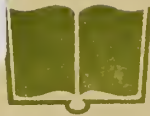




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HUNTERS POINT FREEWAY

LEGISLATIVE ROUTE 253



A Digest of
Location Studies
Nov. 1962

SUMMARY OF STUDIES

This brochure contains a brief summary of engineering studies, made by the Division of Highways, for the location of the portion of Legislative Route 253 known locally as the Hunters Point Freeway. The proposed road will extend from the Bayshore Freeway just south of the San Francisco-San Mateo County Line to Evans Avenue in San Francisco.

This freeway will serve San Francisco from the standpoint of movement within the city, as well as the necessary movement of goods and people to and from outside areas.

The chart titled "Planning Freeways" illustrates in graphic form the procedure followed in the development of freeways. We are presently approaching Step 3.

Legislative Route 253, which includes the Hunters Point Freeway and the Southern-Embarcadero Freeway Extension, was taken into the State Highway System on September 18, 1959. The route of the Southern-Embarcadero Freeway Extension from the James Lick Memorial Freeway to Howard Street has been adopted by the California Highway Commission with the support of the San Francisco Board of Supervisors.

Construction has commenced for the section from the James Lick Memorial Freeway to Newcomb Avenue. An extension to Army Street is scheduled for construction in the current fiscal year. The Key Map and Photo Exhibit A-4 show how the proposed route connects to the adopted portions of Route 253 near Evans Avenue.

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The Hunters Point Freeway is in the California Freeway and Expressway System. It generally conforms to the official Trafficways Plan of the City of San Francisco. This route will provide future relief for the James Lick Memorial Freeway (Route 68) and will be an essential part of the future freeway system serving eastern San Francisco and the Peninsula area.

The southerly terminus of the proposed freeway provides for future connection to Legislative Route 289. Legislative Route 289, or the Bayfront Freeway, which will extend to San Jose east of the Bayshore Freeway, will be a main source of future traffic.

Studies for location of the Hunters Point Freeway involve north and south alternatives generally common at Revere Avenue, east of Fitch Avenue.

A single southerly alternative is proposed extending northward from the Bayshore Freeway near the San Francisco-San Mateo County Line to the east of Candlestick Park (Line "D"). A location to the west of Candlestick Park (Line "E") has been investigated but is considered inferior to the "D" alignment from the standpoint of traffic service to future Route 289 (Bayfront Freeway), geometric design deficiencies and possible effect upon wind conditions at Candlestick Park.

Three northerly routes, one to the south (Line "A") and two to the north (Lines "B" and "C") of Hunters Point Ridge, interchange with the Southern-Embarcadero Freeway Extension at Evans Avenue near the head of the Islais Creek Channel.

The above routes are shown on the Key Map and photo exhibits A-1 through A-4.

Studies are limited on the west by Bayview Park Hill. Heavy industrial development precludes any lines in the area west of Fitch and Revere Avenues. This is also true for the area south of Davidson Avenue between Lane and Third Streets. The Hunters Point Ridge limits locations to either side of it. An opportunity for the integrated development of this ridge area is offered by the San Francisco Redevelopment Agency's Hunters Point renewal project. Tunnel construction through the ridge was studied, but is not proposed due to excessive construction costs, and the difficulty in providing good local access.

The table in this brochure compares cost and right of way data for the various alternatives.

Following is a brief discussion of the various plans.

"A" Line

The "A" Line traverses the south side of Hunters Point Ridge, crosses Third Street in the vicinity of Innes Avenue and joins the Southern-Embarcadero Freeway Extension near Islais Creek.

The "A" Line has the shortest length, the highest user savings (a measure of traffic service) and the lowest cost of the three northerly alternatives. Lying almost entirely within San Francisco Housing Authority property between Crisp Avenue and Mendell Street, is is the most disruptive in terms of the number of improvements taken.

Local traffic distribution to the Hunters Point area is superior on either the "B" or "C" Line.

"B" Line

The "B" Line cuts through Hunters Point Ridge west of the San Francisco Naval Shipyard, traverses a portion of the P. G. & E.'s Station "P" and then runs between Davidson and Burke Avenues to a junction with the Islais Creek Interchange.

In the Islais Creek area the "B" Line is similar to the "A" Line.

A portion of P. G. & E.'s facilities at Station "P" would be affected and would need to be relocated or replaced, but the basic plant operation would not be impaired.

"C" Line

The "C" Line has the same plan as the "B" Line except that it swings to the bay side of P.G. & E.'s Station "P" and then parallels Arthur Avenue just inside San Francisco Port Authority property for a distance south of Mendell Street.

The "C" Line traverses undeveloped land to the greatest degree of any northerly alternatives. It is the longest and most costly route and provides the least traffic service.

"D" Line

From its junction with the Bayshore Freeway, the "D" Line swings to the outside of the Candlestick Park parking lot and then

cuts across Navy property to the northerly alternatives.

The area east of the Bayshore Freeway is underlain by varying depths of bay mud.

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COMPARATIVE DATA

SF, SM-253-SF, Z - Route 68 near the
SF-SM County Line to Evans Avenue

| FEATURE | ALTERNATE | | |
|--------------------------------|-----------|-----------|-----------|
| | D-A | D-B | D-C |
| Construction Length (mile) | 4.1 | 4.4 | 4.6 |
| Construction Cost (\$1,000) | \$ 33,800 | \$ 33,400 | \$ 39,600 |
| R/W Cost (\$1,000) | \$ 10,400 | \$ 11,800 | \$ 9,100 |
| Total Cost (\$1,000) | \$ 44,200 | \$ 45,200 | \$ 48,700 |
| Improvements Required | 161 | 76 | 59 |
| 20-Year User Savings (\$1,000) | \$ 43,400 | \$ 38,000 | \$ 30,500 |
| Benefit Ratio | 1.0 | 0.8 | 0.6 |



Aug. 1961

*Looking North Along Route 68 From
Sierra Point*

*Exhibit A-1
SF, SM-253-SF, Z*



Aug. 1961

***Looking Northward Across South Basin to
Hunters Point Ridge***

***Exhibit A-2
SF, SM-253-SF, Z***



Aug. 1961

***Looking Southwestward Towards India Basin
and Hunters Point Ridge***

***Exhibit A-3
SF, SM-253-SF, Z***




Aug. 1961

***Looking Southeast Along Spine of Hunters
Point Ridge Showing Northern Terminus
of This Project***

***Exhibit A-4
SF,SM-253-SF,Z***

PLANNING FREEWAYS

**PRESENT
STAGE** 



1

DIVISION OF HIGHWAYS ANNOUNCES START OF LOCATION STUDY AT PUBLIC MEETING



2

DIVISION OF HIGHWAYS CONSULTS WITH LOCAL PLANNERS AND ENGINEERS DURING ENGINEERING STUDY



3

DIVISION OF HIGHWAYS HOLDS MAP DISPLAYS AND PUBLIC HEARINGS TO ACQUAINT THE PUBLIC WITH THE STUDY AND OBTAIN THEIR OPINION



4

STATE HIGHWAY ENGINEER REVIEWS DATA AND THEN MAKES RECOMMENDATION TO CALIFORNIA HIGHWAY COMMISSION



5

CALIFORNIA HIGHWAY COMMISSION CONSIDERS RECOMMENDATION AND HOLDS PUBLIC HEARING IF REQUESTED BY LOCAL AUTHORITIES



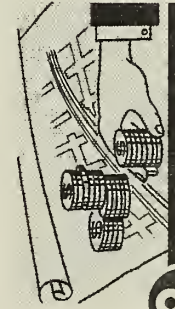
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CALIFORNIA HIGHWAY COMMISSION ACTS ON ROUTE ADOPTION



7

DIVISION OF HIGHWAYS NEGOTIATES FREEWAY AGREEMENT WITH LOCAL AUTHORITIES AND PREPARES DETAILED PLANS



8

CALIFORNIA HIGHWAY COMMISSION BUDGETS FUNDS FOR RIGHTS OF WAY AND CONSTRUCTION



9

RIGHTS OF WAY ACQUISITION AND CONSTRUCTION

Notes : Steps 1 thru 9 normally take 5 to 10 years - steps 1 thru 3 normally take 1 to 2 years ... Steps 3 thru 6 normally take at least 5 months without California Highway Commission hearing







